

# Mechanics Advocate

A WEEKLY PAPER, DEVOTED TO THE INTERESTS OF THE MECHANIC, AND THE ELEVATION OF LABOR.

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Honor and Shame from no condition rise;  
Act well your part there all the Honor lies.

EDITOR AND PROPRIETOR.

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## POETRY.

### A RHYME FOR THE TIME.

BY J. C. PRINCE.

Oh! ye have glorious duties to fulfil,  
Nor faint, nor fear upon the weary way,  
Ye who with earnest rectitude of will  
Marshal the millions for the moral fray;  
Ye who with volleyed speech and volant lay  
'Gainst the dark crowd of social ills engage—  
Lead us from out the darkness to the day  
We languish to behold; exalt the Age,  
And write your names in fire on Truth's unspotted page!

With hopeful heart, and faith-uptifted brow,  
Press on. Crusaders, for the goal is near!  
Desert and danger are behind, and now  
Sweet winds and waters murmur in our ear;  
And plenteous signs of peaceful life appear,  
And songs of solace greet us as we go,  
And o'er the horizon's rim, not broad, but clear,  
The light of a new morning seems to flow—  
We journey sunward: on! and hail the uprising glow!

In the sad wilderness we've wandered long,  
Thirsting amid the inhospitable sand,  
Cheered by that burden of prophetic song,  
"The time, the time of Freedom is at hand."  
And lo! upon the threshold of the land  
We strive and hope. Keep patient watch, and wait;  
And few and feeble are the foes that stand  
Between us and our gerdon.—Back, proud gate,  
That opes into the realms of Freedom's high estate!

Not ours, perchance, the destiny to see  
The unveiled glories of her inner bower;  
But myriads following in our steps shall be  
Equal partakers of the coming hour.  
The unnumbered heritage, the dower,  
With its full fruits, is theirs, with all its store  
Of fine fruition and exalted power,  
And Truth shall teach them her transcendent lore—  
"Man towards the perfect good advanceth evermore!"

And in our upward progress through the past,  
What giant evils have been trodden down?  
Dread deeds which struck the shrinking soul aghast,  
Branding the doer with unblest renown;  
The inquisitor's harsh face, and gloomy gown,  
Girt with a thousand torture-tools; the flame  
In whose fierce folds the martyr won his crown,  
Are gone into the darkness whence they came;—  
There let them rust and rot, in God's insulted name!

Knowledge hath left the hermit's ruined cell,  
The narrow convent, and the cloister's gloom,  
With world-embracing wings to soar and dwell  
Mid purer ether, and sublimer room.  
The volleyed lightnings of her press consume  
The tyrant's strength, and strike the bigot blind;  
Day after day, its thunders sound the doom  
Of some old wrong, too hideous for the mind  
Which reason hath illum'd, which knowledge hath refin'd!

Knowledge hath dignified the sons of toil,  
And taught them where pure pleasures may be won;  
The peasant leaves his plowshare in the soil  
For mental pastime, when the day is done;  
The swart-faced miner, shut from breeze and sun,  
While nature reigns in beauty unsubdued—  
Creeps from his caverned workshop, deep and dun,  
And in his hovel's fire-lit solitude  
Storeth his craving mind with not unwholesome food.

Mid the harsh clangor of incessant wheels,  
Beside the stithy and the furnace-blaze,  
Tone soul, still hung ring and enlarging, feels  
The silent impulse of her quickening rays;  
In the lone loom-cell, where for weary days,  
And weary nights, the shuttle flies amain,  
With his white web, the weaver weaveth lays  
To speed his labor, or beguile his pain;—  
Lays which the world shall hear and murmur o'er again!

Proud halls re-echo with exalted song,  
With wise instruction, or impassioned speech;—  
And who outnumber the heart-listening throng?  
The artisan, who learns that he may teach;  
Longing, acquiring, holding, like the leech,  
He cries "Give, give!" with unallayed desire;  
No point of knowledge seems beyond his reach;  
Efforts begets success, and higher, higher, [pire!  
Like eagles toward the sun, his full-fledged thoughts as—

And by this patient gathering of thought,  
And by this peaceful exercise of will,  
What wonders have been nursed, matured, and wrought—  
What other wonders will they not fulfil?  
Upheaves the valley, yawns the opposing hill,  
Man and his hand-works sweep triumphant through;  
Time halts, space narrows, prejudice stands still  
And dwindles in the distance, high and new  
Are all our dreams and deeds—yet much remains to do.

But war, that tawdry yet terrific thing;  
The Ethiop's brand and bondage; the vile show  
Of God's frail image from the callows string  
Dangling and heaving in convulsive throes  
These men made ministers of death and woe,  
Shall we not crush them. Reason, Mercy, say?  
Shall we not fling behind us as we go  
These ancient errors? Reason answers, "Yea:  
Pure hearts and earnest souls will clear the encumbered  
way."

Thus the old idols crumble to the dust,  
Their altars shattered, and their glory shorn,  
Old sophistries, once taken upon trust  
As Wisdom's spirit-worlds, are grown outworn.  
Another incubus, though newly born,  
Dies of its own unholiness; a cry  
Of simultaneous triumph mixed with scorn  
Comes from the toil-bowed multitudes:—Ah, why  
Do soul-sent sounds like these ascend the placid sky?

"Farewell thou lawless law! thou death-in-life!  
Thou labor-lowering bread-curse, and thou bane  
Of God's blessed bounty! thou remorseless knife  
Held at the throat of Enterprise! thou stain  
On Freedom's fairest page! thou gainless gain!  
Thou nightmare of the nation! we awake  
And fling thee off; thy many-folded chain  
Cometh like the lightning-kindled brake;  
The far-off shores clap hands, and all thy champions  
quake!"

Hail to the lofty minds, the truthful tongues,  
Linked in an universal cause, as now,  
Which break no rigors, which advocate no wrongs,  
Firm to the Loom, and faithful to the plow!  
Commerce, send out thy multifarious prow  
Laden with goodly things for every land;  
Labor, uplift thy sorrow-shadowed brow,  
Put forth thy strength of intellect and han l,  
And plenty, peace and Joy may round thy homes expand.

Hail, mighty Science, Nature's conquering lord!  
Thou star-crown'd, steam-wing'd, fiery footed pow'r!  
Hail, gentle Arts, whose hues and forms afford  
Refined enchantments for the tranquil hour!  
Hail, tolerant teachers of the world, whose dower  
Of spirit-wealth outweighs the monarch's might!  
Blest be your holy mission! may it shower  
Blessings like rain, and bring, by human right,  
To all our hearts and hearths Love, Liberty and light!

**MANUFACTURE OF WHITE LEAD.**—The capital invested in the manufacture of white lead in the United States amounts to upwards of \$2,350,000. About one thousand men, as laborers, are employed in the business, and 42,000,000 lbs., or 600,000 pigs lead, all of which is the produce of the Missouri and Illinois mines, in the fabric. The white lead manufactured in the U. States is *not inferior* to that of any other country, and has attained its present goodness within the last three years. The price of pure lead in oil in 1820, at which time there were but two factories in the country, was 14 cents per lb. Since that time it has been gradually declining in price, and is now only worth 6 1-4 cents.

## THE LITTLE MATCH GIRL.

It was so terribly cold,—it snowed, and the evening began to be dark; it was also the last evening in the year, New Year's Eve. On this dark, cold evening, a poor little girl went into the street, with bare head and naked feet. It is true she had shoes on when she went from home, but of what use were they? They were very large shoes, her mother had last worn them, they were so large; and the little one had lost them in hurrying over the street as two carriages passed quickly by. One shoe was not to be found and the other a boy ran away with, saying that he could use it for a cradle when he got children himself.

The little girl now went on her small, naked feet, which were red and blue with cold. She carried a number of matches in an old apron and held one bundle in her hand. No one had bought of her the whole day—no one had given her a farthing. Poor thing! she was hungry and benumbed with cold; and looked so downcast. The snow flakes hung on her yellow hair, which curled so prettily round her neck, but she did not heed that.

The light shone out from all the windows, and there was such a delicious smell of roast goose in the street! It was New Year's Eve, and she thought of that!

She sat down in a corner between two houses, the one stood a little more forward in the street than the other, and drew her legs up under her to warm herself, but still she was cold, and she durst not go home; she had not sold any matches or got a single farthing! Her father would beat her,—and it was also cold at home; they had only the roof directly over them, and there the wind whistled in, although straw and rags were stuffed in the largest crevices.

Her little hands were almost benumbed with cold. Ah! a little match might do some good, durst she only draw one out of the bunches, strike it on the wall, and warm her fingers. She drew one out,—*ritch!* how it burnt! it was a warm, clear flame, like that of a little candle, and when she held her hand round it,—it was a strange light!

The little girl thought she sat before a large iron stove, with a brass ball on the top; the fire burnt so nicely and warmed so well. Nay, what was that? The little girl stretched out her feet to warm them too, then the flame went out, the stove vanished—she sat with the stump of a burnt match in her hand. Another was struck, it burnt, it shone; and when the light fell upon the wall, it became as transparent as crape; she looked directly into the room where the roasted goose, stuffed with apples and prunes, steamed so temptingly before the table, which was laid out and covered with a shining white cloth with porcelain service. What was still more splendid, the goose sprung off the dish and waddled along the floor, with a knife and fork in its back; it came directly up to the poor little girl. Then the match went out and there was only the thick, cold wall to be seen.

She struck another match. Then she sat under the most charming Christmas tree—it was still larger and more ornamented than she had seen through the glass door at the rich merchant's the last Christmas; a thousand candles burnt in the green branches, and motley pictures, like those which ornament the shop windows, looked down at her. The little girl lifted up both her hands—then the match was extinguished—the many Christmas candles rose higher and higher, she saw they were a bright star—one of them fell and made a fiery stripe in the sky.

"Now one dies!" said the poor girl, for her old grandmother, who alone had been kind to her, but who was now dead, had told her that when a star falls, a soul goes up to God.

She again struck a match against the wall, it shone



all around, and her old grandmother stood in the lustrous, so shining, so mild and blissful. "Grandmother!" exclaimed the little girl, "Oh! I know you will be gone away when the match goes out—like the warm stove, the delicious roast goose, and the delightful Christmas tree!" and she struck in haste the whole remainder of matches that was in the bundle—she would not lose sight of grandmother, and the matches shone with such brilliancy that it was clearer than broad daylight.

Grandmother had never before looked so pretty, so great; she lifted the poor little girl up in her arms, and they flew so high in splendor and joy, and there was no cold, no hunger, no anxiety—they were with God.

But the little girl sat in the corner by the house, in the cold morning hour, with red cheeks, and with a smile around her mouth—dead—frozen to death the last evening of the old year.

New Year's morning rose over the little corpse, as it sat with the matches, of which a bundle was burnt. She had been trying to warm herself said they! But no one knew what beautiful things she had seen—in what splendor and gladness she had entered with her old grandmother into New Year's joys.

### RAIL ROAD TO THE PACIFIC!

From the Evening Journal.

SPEECH OF MR. WHITNEY.

The following is a sketch of Mr. WHITNEY's remarks, in the Assembly Chamber, on the evening of the 30th instant:—

The object of my having asked this indulgence, gentlemen, is, that I might have an opportunity of explaining to you a project for a Railroad from Lake Michigan to the Pacific Ocean. I will first give the progress of this project. It has been before the public for nearly three years. I presented a memorial to the last session of 28th Congress, praying for a grant of the public land sixty miles wide, from Lake Michigan to the Ocean, with which, by sale and settlement, to build this road. A committee of that body gave a unanimous report in its favor, recommending it to the people, and recommending the public lands as the only means for such a work. During the summer of 1845, I explored and examined a part of the route. My object, to examine the soil and surface, and ascertain if that part of the route (then not fully known) was feasible for a road, if the lands would be likely to sell and settle, and produce means for the work; if material, timber, stone, &c., could be had on the route, and if the streams could be bridged, and where. The soil and surface far exceeded my expectations; timber on the border of the Lake, and a little 90 miles west of the Mississippi; then none on to the Rocky Mountains. The streams can be bridged; the Mississippi at or near Prairie du Chene, and the Missouri at above Council Bluffs, but at no place below that point.

At the commencement of the 29th Congress I again presented a memorial, praying the same object, which memorial was referred to the committee on public lands in the Senate; the subject was thoroughly examined in all its bearings, and the committee unanimously reported in its favor; the bill passed to a second reading and ordered printed with the report. No further action had at that session. During the last session, the committee, though composed in part of different members, was unanimous in its favor; but it being a short session, the Mexican war and other exciting subjects, prevented action. Strong expressions in its favor have been made throughout the country by the Public Press almost universally, by public meetings in many of our large cities, and resolutions by Legislatures of several States. Yet, the work is so large, promising such vast results, that the mind in many instances is frightened from a fair investigation of the project and the simplicity of the work itself. I start upon the ground that no work, no enterprise, is too great, too magnificent, when dependant alone upon the labor of man for its accomplishment, furnishing itself the sure and sufficient reward for that labor. I will now, gentlemen, proceed in my plain and simple business manner (as you will have perceived I am not a public speaker) to explain this great project; a work promising such vast results as to almost overwhelm the mind; yet, I hope to make it appear plain and simple.

The first consideration for any work or project is its feasibility and means to carry it out.

Its feasibility I will first explain. We all know the topography of the Mississippi Valley or Basin, that from the great Lakes to the Gulf, and from the Rocky Mountains to the base of the Alleghenies, is one inclined plain, without rock, mountain or even hill, and without impediment to the construction of a road, except where the streams cannot be bridged and where the bottom lands are too wide and too soft for such a work.

From the Lake to the pass in the mountains a road may be built on a straight line by compass if you please;

from the Lake to the Mississippi the grade for any one mile would not exceed 25 feet—thence to the Pass the average is about 6 feet—thence to the ocean the route is more difficult though perfectly feasible; as was shown from the Senate's committee report, taken from the report of Colonel Fremont, who measured the elevations daily from the Missouri to the navigable waters of the Columbia River; and from other travellers, from which Mr. Whitney read extracts, full and clear, showing the route to be feasible, as by the words of the committee:—"A consideration of the facts in the premises, therefore, leaves no doubt of the practicability of the proposed route for a Railroad from the shore of Lake Michigan to the navigable waters of the Columbia River." He said, this point seems settled. The means for the accomplishment of this work. It is not at all probable that Congress will ever appropriate money for such a work; and there are serious objections to the carrying on of such a work by the Government. In the first place it would require years to complete a survey, and then the route must be fixed upon by Congress, and most likely the work would never be commenced and surely, like the Cumberland Road, never completed. I do not ask or require a survey—I do not ask for one dollar of money—and can commence the work so soon as the grant is made. The route from the Lake to the River could be fixed upon and the work commenced without delay; to the mountains the route well known; and while the work is progressing from the Lake the entire route could be examined, surveyed and fixed upon.

It is a work beyond the power of individual enterprise, nor can it be done by States not formed. An entire wilderness, it becomes absolutely necessary to connect the settlement of the country with the building of the road.

I have sought, and believe have matured a plan which shall leave with Congress the power of control, and of holding all as security, making it a national road, while at the same time the work could be carried on as an individual enterprise, freed from the immense government patronage, which, as a government work it would create, and, also, freed from the delays, expenses and insurmountable difficulties sure to arise from constant Legislative changes of direction. I ask Congress to set apart (not grant to me) 60 miles wide of public land from Lake Michigan to the Pacific Ocean, for this especial purpose. I make the starting point from the Lake because, first as the road would add value to the lands; and, as the land is the only source of means, the road must be located where the land on its line could be applicable to it. Land distant from the road could not be made available, and therefore the project would fail.

There are other important reasons why this should be the starting point. It is all important to have a cheap and direct water communication with the Atlantic, while the road is being built, to take laborers, settlers and materials to the starting point; to have easy communication with a settled country around, to furnish food for the laborers and settlers. It is necessary to have timber and other materials convenient; and there is timber on the borders of the Lake, and could be taken on by the road: but from any other starting point on either the Mississippi or Missouri rivers, the difference in cost of transportation for the material alone forbid the commencement of the work. And it is all-important that the starting point should be from where timber can be taken by the road for the settlers, for buildings and fences; for that immense distance of 1,200 miles where there is none, and could not be got there except by the road. From the Lake to the Mississippi, somewhere between Milwaukee and Green Bay, nearly the 60 miles wide can be found unoccupied.

From the Mississippi through to the ocean an entire wilderness. From the Lake onward for 800 miles, the land is of the very best quality for the production of breadstuffs, the surface beautiful, without rock or mountain, or even hill, just enough rolling and descending to let the water off, all covered with a rich grass for grazing or harvest, and enough for millions of cattle; no preparation wanted for a crop; the farmer wants but the plough, the seed, the scythe, and the sickle. About 300 miles of this 800, except on the border of the Lake, there is timber only sufficient for agricultural purposes, buildings and fences, the other 500 miles, and so onward to the mountains, entirely without timber, but, as there is an abundance of coal all to the mountain, and timber in the northern part of Wisconsin, it can be taken on by the road at low tolls sufficient for building and fences, to places where there is none, cheaper than the land could be cleared; so that for settlers, particularly those from Europe, with the road, it is better without than with timber, but without the road can never be settled. After the 800 miles to the pass in the mountains, the land is represented as very poor, but I am inclined to believe the facilities which the road would create must render a part of it productive and useful.

From the Pass to the Ocean, I am disposed, from the information I have been able to procure, to believe there are more lands suitable for culture and grazing than we have inferred from different writers.

It is estimated that the road will be, from the Lake to the Ocean, 2,400 miles; that it will cost for a good road, heavy rail, \$20,000 per mile, and except this side of the Missouri, cannot produce any income until all is completed, and must be kept in operation, for its own use, will cost, operations, repairs and all, when completed, \$70,000,000—the 2400 miles, by 60 wide, together 92,160,000 acres, one half of which is considered as worth little or nothing without the road, but it is believed the road will enhance the value so as to produce the sum required. This, then, gentlemen, is the capital stock for this great work, to be brought into life and use by the work itself.

It will be seen that the entire project depends upon the 800 miles of land on the first part of the route, which is fast being taken up by settlers, and will soon be so much so as to defeat the project for ever; for I do not believe there can ever be any other means than the lands, and when they are gone all is gone—more than 1200 miles without timber, mostly very poor land, and can never settle without the road to give the only means of communication with civilization and markets. I will now give you the simple plan by which I propose to carry out this great work.

As I have said before, I do not ask Congress to grant to me even one acre of land until the road is completed in advance. I first build 10 miles of road at my own expense, which will cost \$20,000 per mile; one mile of the land 60 miles wide is 38,400 acres, allowing for waste land and expenses of sale, will, at \$1.14 per acre, produce about \$40,000, equal to build 2 miles of road. When the 10 miles is completed to the satisfaction of a commissioner appointed by government, then and then only, I have 5 miles or one half, of the lands with which to reimburse myself, the other half to be sold and the proceeds held in the treasury as a fund, and so on for the 800 miles. Afterwards, to the mountains and to the ocean, when the entire 60 miles do not furnish means to continue the road, then this fund is to be applied to that purpose. And, gentlemen, from your own experience, I think you must be persuaded that the facilities which the road most undoubtedly give to settlement, would furnish means quite as fast as it could be applied to the construction of the road. You will perceive the plan is founded entirely upon the wilderness lands, and can only be carried out by connecting the sale and settlement thereof with the building of the road, which cannot fail of being of vast importance and benefit to the settlers. With this road commenced, how changed would be the condition of immigrants?—Now they land upon our shores, from their inexperience in a strange land their little means is soon wasted, and many become burdensome to our citizens. And those who go to the far west are obliged from necessity to select their home remote from any means of communicating with markets, without any reward for labor until the first crop is grown, and then the cost of transit takes all, nothing left for an exchange for other comforts and necessities of life, he is surrounded with an abundance of earthly products and still wants; he does not get a reward for his labor to aid in sustaining the other branches of industry.

But commence this road, and the immigrant would have a fixed point of destination. He would not be detained in our cities, but pass on through our river, canal and the lakes, to his new home. If he had 50, 100, or more dollars, he could give one half towards paying for his land; the other half would build his cabin and get in his first crop. Then his labor would be wanted on the road to pay the balance for his land. The next season his crops ripened, and wanted by those who come as he was the season before. And those who come without money, their labor on the road would purchase the land, and they too would soon become independent; and comfort and happiness would surround all. And what would be the moral influence? Necessity often, yes, almost always, tempts man to vice and crime; but place him where his labor receives its just and proper reward, and you raise him. I care not how low he may have been, you elevate him to what his Creator intended him—to a man—and he may rear an offspring, respectable, honorable, and filling the highest places in the land.

The questions have been asked by many:—"How is the road to be protected from the Indians, through a wilderness of such vast extent? And how is it to be supplied with water and fuel? And what will support it and keep it up?"

To the first I answer, if the road is built, it can only be done by the sale of the land and settlement of the country on its line, which will be a sufficient protection, and through where the land is poor, the constant business and operations of the road would protect it. The Indian disappears with the game; and it cannot



be supposed that game, such as buffalo and elk, the dependence of the Indian, would remain long in the vicinity of a railroad constantly in use as this must be, even for its construction.

Fuel and water. Of the former, coal, there is an abundance all to the Rocky Mountains and the other side. It has been found on the Columbia river and Vancouver's island.

Water; to the Missouri, we cross living streams each ten to twenty miles; from the Missouri to the Pass, we go parallel with, and if necessary, directly on the banks of rivers, from the Pass to the ocean, probably follow the courses of the streams.

The last question is answered partly by the answer to the first, that the settlement which must take place will, of itself maintain it. And it will be seen that this will be the shortest, cheapest and most direct route even from Europe to Asia, and all the Islands of the Pacific and Indian Ocean.

Mr. WHITNEY here exhibited a large skeleton map showing our exact position, in the centre of the world, with the Atlantic on one side, and the Pacific on the other side of us. Europe, with her population of 250,000,000, and Asia, with 700,000,000, this road to be the centre of, and thoroughfare for all. He, also, exhibited and read tables of distances for the present route around the cape, and the distances for routes by proposed canals, all compared with this railroad, which tables are at foot. He also, explained and described the importance of the commerce of Asia, China particularly, and showed conclusively that it may all be brought on this road. He, also, showed that the expense of bringing teas and such-like goods from China to New York by this road, the lakes and our canal, would be as low as it now is by ship. He then said:—

The necessity for this road must be manifest to all, as the only means by which almost all the vast country through which it would pass can ever be settled, or made of use to mankind; and as the only means of connexion and intercourse with Oregon, on which subject I will read from the report of Senate's committee, page 13:—

Another powerful consideration in favor of the proposed road the committee will advert to. It is the probability of the occurrence that as the Territory of Oregon, now so distant from us, fills up with an enterprising and industrious people from the several states, they will attract to them settlers from different parts of Europe, all wishing to share in the benefits of our free government, and claiming its protecting care, which cannot be enjoyed or bestowed in full measure, by reason of the difficulty of access by land and by water. A well grounded apprehension seems then to exist, that unless some means like the one proposed, of rapid communication with that region, be devised and completed, that country, soon to become a state of vast proportions and of immense political importance, by reason of its position, its own wants, unattended to by this government, will be compelled to establish a separate government—a separate nation—with its cities, ports, and harbors, inviting all the nations of the earth to a free trade with them. From their position they will control and monopolize the valuable fisheries of the Pacific, control the coast trade of Mexico, South America, and the Sandwich Islands, and other islands of the Pacific, of Japan, of China, and of India, and become our most dangerous rival in the commerce of the world. In the opinion of the committee, this road, will bind these two great geographical sections indissolubly together, to their mutual advantage and be the cement of a union which time will but render more durable, and make it the admiration of the world.

It has been objected that such a work cannot be built and carried on through a wilderness. I answer. If it was not a wilderness I could not have the only means, the lands, for such a work, and I propose to make the work itself change the wilderness, the waste, to cities, towns, villages, and richly cultivated fields. It is also objected, that our country is not old enough and without population to embark in an enterprise so vast. I answer. We have already about 8,000 miles of railroad in operation at a cost or outlay of about \$160,000,000; that our population is at this time 21,000,000, will double in twenty-two years, and if we have been able up to this time with our small population and smaller means to complete the 8,000 miles, by the double of our population and consequent double of means, we shall be as able to double the miles of railroad; and the comparison is greatly in favor of the future, because many of our present railroads are exclusively means of travel, and have not developed sources of production and wealth. Our increase of population in twenty-two years would give for this road and the Pacific 11,000,000, and leave ten million for the old State.

But let us see what we want for this road. I make my calculations and predicate the whole upon the sale and settlement of the 800 miles of the first part; therefore this 800 miles by 60 miles wide, would give 30,720,000 acres. Now allow 160 acres for each family of 5 persons, and it would require 192,000 families, together 960,000 souls. It will require from the commencement five years to complete this 800 miles, (and 15 years the entire) and to sell and settle the 800 miles in 5 years would require per annum 38,400 families, 192,000 souls; but as it is not necessary to sell and settle more than one half while the entire 800 miles is being built, 19,200 families, or 96,000 souls per annum is all that would be wanted, which is less than 1 7th of our now yearly increase of population; and only about half of what we may expect the yearly emigration from Europe during that period.

It has been my endeavor to show that this road can be built upon the plan I have proposed, and that the means which I have asked for will be made ample only by the road, and I hope I have not failed so to do. But there

are other views to satisfy—there are those, who (perhaps without examination) think or fear, too much may be gained to those who may be interested with me in the work—that it may create much individual power, accumulate lands in individual hands, &c. &c. In answer, I say the land is now worth little or nothing; if of any value hereafter, that value would be derived from the road alone, and those who buy the land on its borders would receive all the benefits; that the lands must be sold and settled, or the road cannot be built; and as the government have 1,000,000,000 millions of acres, there could be no monopoly in sale; if the price demanded too high the lands would not sell and the road not built; that lands cannot accumulate because the act will provide and fix the time of sale at public auction, and in lots of 40 to 160 acres. As to individual power, that can never obtain, because at the will of the people Congress could at any time repeal the act, or make such enactments as would be necessary; and if its management at any time should operate to the disadvantage of the people, why, there could be but one voice against the many, and a change forced to take place. Benefits to myself—I have not undertaken this work with the expectation of benefit to myself; it will probably (if I succeed) require all my life, and were I to gain millions it could do me no good. I have undertaken it for the good of my country first, and after that all mankind, and think if I should live to see its accomplishment, I shall not be disappointed in its results; that it can be completed with the means proposed I am full well persuaded. I think I have examined the subject in all its bearings.

The road being built from the public lands, will, when done, be public property, and not subject to tolls beyond sufficient to keep in repairs and operation; and in order to attain the object we aim at, (to make it the thoroughfare for the commerce of all Asia) it will be necessary to keep it under one general management, so that its operation may be regular and punctual from one end to the other; which should be directed by Congress, under individual management, the same as the building of the road: Therefore, I propose to keep it in repairs and operation, and I further propose to pay for all the lands at 16 cents per acre—subject to sale as directed by the Act of Congress fixing and regulating the tolls of the road at each session ever afterwards.

I might speculate upon the future and predict what will be the vast results from the accomplishment of this great work; but it has been my object to give you a plain, simple statement, based on facts only—and you can see all. The subject is before you. The field is open to the mind, and, I think, plain to all. It will open to settlement and cultivation a wilderness more than 2500 miles in extent, giving it free intercourse and rapid communication with all the world. It will so extend agricultural production, and afford exchanges to sustain all other branches of industry, as that I may be almost allowed to say, it will give every man, woman and child the means to live if they will work. It will give us the means, and force the completion of the New York and Erie, the Pennsylvania, the Baltimore and Ohio, the Richmond and Ohio, and the Charleston roads, to Ohio, where they will all join in one, and run on to join this where it crosses the Mississippi, when the grand centre will be near the Missouri, when it will require but 24 days to any city on the Atlantic, 2 1-2 days to the Pacific, and 25 days to any part of the Globe. Thus, we are brought together at the grand centre as one family in 2 1-2 days, and the whole world to the same centre as one nation in 25 days. And it would carry with it from Ocean to Ocean a belt of population 3400 miles in extent, with the same manners, habits, thoughts, actions, interests, yes, religion, the centre of, and grand thoroughfare for, all the world, a flood of light, life and liberty, which should spread over, enlighten and enliven the heathenism of all Asia.

Comparison between Voyages to be made through a proposed Canal at Nicaragua and those actually made via Cape Horn and the Cape of Good Hope.

The following calculations are from the authority of Prof. Wuttish of the London University, and calculated from Plymouth, from New York for Voyages around the Capes, would vary distance but little, but from New York to the proposed canal, would be 1500 to 2000 miles less:

To Valparaiso via Cape Horn:	
From Plymouth to the Canaries.....	1,400
Thence to the region of calms, or 6 deg. N. lat. east of Cape de Verdes.....	1,500
Thence to the Equator through the Calms.....	300
From the Equator to Cape Frio.....	1,500
Thence to 40 deg. S. lat. ....	1,100
Thence to Staten land.....	1,000
From its eastern cape to 60 deg. S. lat. and 65 deg. W. long., and around Cape Horn to 89 deg. W. long.....	810
Thence to 60 deg. S. long. close to the meridian of 55 deg.....	1,250
Thence to Valparaiso.....	450

Requiring 100 to 117 days.....miles 9,400

To Valparaiso via the proposed Canal:	
From Plymouth to 25 deg. N. lat. and 30 deg. W. long.....	1,600
Thence to the straits between San Lucia and St. Vincent.....	2,300
Thence to San Juan de Nicaragua.....	1,400
Pressure through the canal.....	278
From Realajo to Guayquil.....	1,100
Thence to Callao.....	900
Thence to Valparaiso.....	1,500

Requiring 100 to 106 days.....miles, 8,978

To Sydney or Australia via the Cape of Good Hope:	
From Plymouth to the Equator as before.....	3,250
From the Equator to the island of Trinidad.....	1,220
Thence to the Cape north of Tristram de Acunha.....	3,250

From the Cape to Bass' Straits between 38 and 40 deg. S. lat	5,940
Thence to Sydney.....	450

Requiring 120 to 133 days.....miles 14,030

To Sydney or Australia via the proposed Canal:	
From Plymouth to Realjo through the Canal.....	5,478
Thence to Malapapas island.....	756
Thence past the Marquesas to 150 deg. W. long.....	3,600
Thence to 180 deg. W. lon and 28 deg S lat thro' the island.....	2,000
Thence to Sydney.....	2,000

Requiring 105 days.....miles 13,538

From Sydney to England, via Cape Horn.....	13,848
via Canal.....	14,848

To Canton, China, via Cape of Good Hope, during north-east monsoon:

From Plymouth to the Cape as before.....	7,730
Thence past the island of St. Pauls to 110 E. L. and 82 S. L.....	4,920
Thence to Alas Straits between Lombok and Sumbawa.....	1,560
Thence to Pitt's Straits.....	1,230
Thence to Pellew islands.....	540
Thence to Ballinglang Straits.....	600
Thence to Canton.....	600

Requiring 120 to 150 days.....miles 16,880

To Canton via the proposed Canal, northeast monsoon:

From Plymouth to Realjo through the canal.....	5,478
Thence to Canton between 10 and 20 N. L. through Formosa Straits.....	10,360

Requiring 111 days.....miles 15,838

Homeward, Canton to England, via Cape Good Hope:

During Southwest monsoon.....	14,010
to " via canal S W mon. ....	15,553

To Singapore, via the Cape of Good Hope, during the southeast monsoon:

From Plymouth to the Cape as before.....	7,703
Thence to Augur Point Sunda Straits.....	6,060
Thence to Singapore.....	560

Requiring 100 to 130 days.....miles 17,739

To Singapore via the proposed Canal, during such south-east monsoon:

From Plymouth to Realjo through the canal.....	5,478
Thence to the Ladrone.....	8,600
Thence to Pitt's Straits.....	680
Thence to Gaspar Straits.....	2,600
Thence to Singapore.....	280

Requiring 110 to 130 days.....miles 17,739

To Singapore via the Cape, N. E. monsoon, 14,350, 100 to 130 days.

To Singapore via the canal, N. E. monsoon, 16,578, 100 to 117 days.

The following sailing distances were calculated by Lieut. Maury, at the United States Observatory, Washington:—The distance from New York by proposed railroad to the Pacific is estimated at 3,400 miles but will probably fall short of that distance. Sixteen miles per hour for freight and thirty for passengers, with one day for delays, is estimated for the railroad, and twelve miles per hour for steamers in the Pacific, &c. with ample time for coaling, detention, &c. In estimating for sail vessels, the freight time on the road is taken.

To calculate from England, 3,000 miles distance and thirty days for sail and ten for steamers is to be added.

From New York by railroad to Columbia River or San Francisco, 3,400 miles, eight days for freight, five and a half days for passengers.

To Japan via railroad to the Pacific.

To the Pacific, as before.....	3,400
Thence to Japan.....	4,000
30 to 35	36
14 1-2	43

To Chang-hai, in China, at the mouth of the great Yang-tse-Keang, which at a short distance from its mouth crosses the great canal at Peking, and where all the commerce of the vast Empire of China centres, and where all the foreign commerce (when this road is opened) will be carried on, is from New York to the Pacific as before

3,400	8	5 1-2
Thence to Chang-nai.....	5,400	35 to 40
40	20	
8,800	48	25 steam.

The distance to Canton would be 900 miles greater.

To Australia via the proposed railroad.

From N. Y. to the Pacific, as before.....	3,400	8	5 1-2
Thence to Australia via Sandwich.....	6,000	40	22
Islands.....	9,400	48	27 1-2 steam

To Singapore via the proposed railroad.

From N. Y. to the Pacific as before.....	3,400	8	5 1-2
Thence to Singapore via the Ladrone and other Islands.....	6,650	50	25
10,050	58	30 1-2 steam.	

All the commerce of the Pacific and Indian Oceans may be carried on in Steamers from Oregon, because the steamers could be supplied with fuel (coal) from Oregon (Vancouver's Island particularly) Japan China, as low down as Formosa and Australia. But for any other route the fuel, (coal) must be taken from England or the N'n States, and the long voyages to China, to Australia and Singapore would require fuel beyond the capacity to carry.

THE MYSTERY UNRAVELLED.—An Aristocrat some time since passing a Mechanic, actually bowed to him. The strange affair excited considerable curiosity at the time, which was at length allayed by remembering the fact that it was then about election times, and that the Aristocrat was a candidate for office.



## MECHANIC'S ADVOCATE.

### MECHANIC'S ADVOCATE.

"THE LABORER IS WORTHY OF HIS HIRE."

ALBANY, MAY 13, 1847.

#### TRAVELLING AGENTS.

The following persons are duly appointed agents, for the *Mechanics Advocate*: JOHN HARBISON, FRANCIS MORROW, JOHN M. LANDON, and G. W. HULL. Mr. Harbison, will call upon the Mechanics of Albany, Troy, Lansingburgh, Cohoes, &c., during the next few weeks, after which he will visit the cities and villages on the River, Mr. Landon is in the western part of this state, Mr. Hull, will visit Massachusetts and Connecticut, Mr. Morrow, will call on our friends in the northern part of this state. We bespeak for them a kindly reception.

#### "HONOR TO WHOM HONOR IS DUE."

In every clime and country, the respect and attention paid to any class of men, should be proportioned to their worth, usefulness and industry. No whims or prejudices should be permitted to interfere with the subject, but giving it a proper consideration, every class of the community should receive its due attention and reward. The bigotry and scorn with which the great and wealthy may contemplate the trial of their merit, should not deter men from acting fearlessly and independently in the matter and bestowing their praise and encouragement on those who most deserve it. It is to be supposed that many will mock and ridicule when their pretensions to exclusive power and honor come to be analyzed; but if they are checks to be imposed upon the operations of the world, Man might as well at once surrender the loftiest attributes of his nature, descend from the proud pinnacle of Reason upon which his Maker has placed him, and acknowledge himself to be no longer the unswerving advocate of Truth, but the submissive slave of Falsehood Bigotry and Superstition.

Yes! The aristocrats will scorn—but there will be a mixture of scorn and fear. They will seek to preserve their control over the minds as well as the bodies of their race. But they will find by bitter experience, that human might has no control over the operations of the mind. Men will think, and when they have sufficiently thought, they will act. They will burst the fetters of bigotry and the shackles of oppression. Opposition to them then—when they have become thoroughly awakened and aroused—would be as useless as for men to say "Go back!" to the free winds of Heaven, or to the waves of the sea, "Thus far shalt thou come and no farther."

We have so often urged the claims of the Working Classes to honor and support, that it would almost be needless to notice them again; yet it might not, perhaps be improper for us here to enumerate some of them, paying due attention to time and space.

We have repeatedly shown that the usefulness of the laboring classes is not only paramount but superior to that of any other. From whence do we derive the comforts of life? Do the aristocrats and gentlemen give us bread, fuel, clothing and a habitation? Are we for these necessities indebted to them? Would they labor to procure for their fellows such needed and indispensable articles? No! They would prefer seeing them visited by hunger, cold, and nakedness, to surrendering their ease and comforts, by assisting them with their industry.

And while we look at the physical, let us not forget to consider the mental, vigor of the Workingmen. Franklin, Rittenhouse, Fulton, Burrill, —names that decorate the page of History and stud the firmament of science. And not only in the fields of science, but of literature, we meet with names that add splendor to the land of their birth, and encircle the *Mechanics* with a halo of glory.

Go among the masses of the people, and you will meet with more sound sense, more practical wisdom and a keener perception of things than can be encoun-

tered among the idle, prattling sons of wealth and fashion. In the former, real substantial truth is sought and acknowledged—the mind is improved by study and reflection, while frequently in the latter, a variety of fashionable but foolish accomplishments, constitute the principal claims to talent.

To administer to the pride of aristocracy, let us not forget to mention the power lodged in the hands of the Workingmen. In this country—under our enlightened institutions—the majority are the rulers, and, it will not be disputed that Workingmen are the majority. They are therefore, men exercising immense influence and power; they control the political destinies of the nation; it is their's and their's only to say, what is and what is not, to be. This is a truth that has ever been acknowledged, and it defies the craftiness of the cunning to disprove, and the machinations of the malicious, to overturn it. The demagogues and aristocrats are compelled to ask of them their favors, and whether they will confer or whether they will withhold them, they must themselves decide. If then, power, properly acquired and judiciously exercised, affords any claim to respect, who so fairly and indisputably entitled to it, as the WORKINGMEN OF AMERICA!

But there is above all these, another and a loftier consideration. We allude to the proverbial integrity of the Working classes. Compared with this, toil, talent, and authority, shrink away. They are things of value and are worthy of admiration. But O! how comparatively trifling do they appear when weighed in the balance with—HONESTY. Of all the qualities for which men command respect—of all the virtues so necessary in our social intercourse with one another, honesty stands pre-eminent. And hence the striking and oft-quoted line of the poet—"An honest man's the noblest work of God." Devoid of this trait of character, and a man is devoid of all that can render him honorable in his own eyes or in the eyes of others. Now here does this trait prevail to a greater extent than among the Laboring Classes. And not only may it be said of honesty, but those many other estimable qualities that render a man happy through life, and prepare him for a brighter and happier sphere beyond the confines of the tomb.

It will be conceded then, by every impartial enquirer, that all those various qualities so requisite for the proper regulation of Man's social, moral and political well being, are concentrated in the MECHANICS.

We will not at present enter into any discussion of the claims of aristocrats to honor and respect; but we will simply ask, have we not drawn a true picture of the Workingmen? And, if that be conceded, admitting the former class to be ever so good, can they be more useful, intelligent or principled than the latter? No! Then why give to aristocrats exclusive praise? Why submit to each whim, humor and caprice? Why permit a body of men having no superiors on earth, to be made entirely subservient to the will of others? Why thus outrage nature—fetter the free born spirit—and rage war with the spirit of our institutions? But surely as time shall continue—surely as the Sun's all rise and set a few times more—and the signal of battle will be given—the clarion note of victory will be heard—and the WORKINGMEN freed from Oppression's grasp, will occupy that lofty eminence for which Nature and Nature's God intended them!

THE SCIENTIFIC AMERICAN.—This excellent Mechanic's paper still continues to make its acceptable visits to our sanctum. The number for May 6, is A. No. 1. Munn & Co. New York, are the publishers. Rufus Porter Editor. Terms \$2 per annum, \$1, in advance, John Harbison, the agent for the Advocate is also an agent for the Sci. Am.

HARD FOR THE POOR.—In this city, bread is selling at 11 cents per loaf, and good roll butter at 22 cents per pound.—being something lower than it has lately been selling at. Such prices may be a very trifling matter to the rich, but they nevertheless, affect the poor most sensibly.

### RESPECTABLE PEOPLE.

We do not know of any term that is oftener used and mis-applied, than the heading of this article. By a respectable man is generally meant a person that there is no reason under Heaven for respecting. If the person whom you are desirous to characterize favorably, is distinguished for his good nature, you say he is a good natured man; if by his zeal to serve his friends, you call him a friendly man; if he is witty or sensible, you say he has wit and sense; if he is honest or learned, you say so at once; but if he is not particularly endowed with either of those qualities, you gravely observe that he is "a very respectable man."

A man may be a knave or a fool, or both, as the case may be, and yet, he is a most respectable man, in the common and authorized sense of the term, provided he keeps up appearances.

The best title to the character of respectability lies in the convenience of those who echo the cheat, and in the conventional hypocrisy of the world. Any one may lay claim to it who is willing to give himself airs of importance and can find means to divert others from inquiring too strictly into his pretensions. It is a disposable commodity—not a part of the man that sticks to him like his skin, but an appurtenance, like his goods and chattels.

Respectability includes all that vague and indefinable mass of respect floating about the world. It is spurious and nominal hollow and venal. To suppose that it is to be taken literally and applied to sterling merit, would be to betray your own ignorance.

To enrich the mind of a country by works of art or science, is not the way to rank yourself as respectable, at least in your life-time;—to enslave, oppress, cheat, or plunder, would be a much surer way, and to prove this, we might quote innumerable instances.

Well, this is the way of the world;—but is it not humiliating in the extreme to be compelled to admit this? Truly it is. Of course, no Mechanic or artizan can, according to this mode of reasoning, come under the head "respectable,"—of course not! and all he can do is to shake his head gravely, and, with a sigh exclaim, "THERE MUST BE SOMETHING WRONG!"

#### A FEW WORDS ABOUT DEW.

We condense the following article from the *Encyclopedia Americana*. The condition under which the phenomena of dew take place are the following:—The most plentiful deposit occurs when the weather is clear and serene; very little is ever deposited under opposite circumstances. It is never seen on nights both cloudy and windy. It is well known, likewise, that a reduction in the temperature of the air, and of the surface of the earth, always accompanies the falling of dew, the surface on which it is deposited being, however, colder than the air above. These phenomena admit of an easy and elegant explanation from the well known effect of the radiation of caloric from bodies. This radiation constantly taking place in all bodies, it is obvious that the temperature of any body can remain the same only by its receiving from another source as many rays as it emits.

In the case of the earth's surface, so long as the sun remains above the horizon, it continues to receive as well as to emit heat; but when the sun sinks below the horizon, no object is present in the atmosphere to exchange rays with the earth, which, still emitting heat into free space, must, consequently, experience a diminution in its temperature. It thus becomes not only many degrees cooler than in the day time, but also cooler than the superincumbent air; and, as the atmosphere always contains watery vapor, this vapor becomes condensed on the cold surface; hence the origin of dew, and, if the temperature of the earth is below 32 degrees, of hoar frost. And since the projection of heat into free space takes place most readily in a clear atmosphere, and is impeded by a cloudy atmosphere, it is under the former condition that dew and



hoar frost are formed; for if the radiant caloric, proceeding from the earth, is interrupted by the clouds, an interchange is established, and the ground retains nearly, if not quite, the same temperature as the adjacent portions of air.

Whatever circumstances favor radiation favor also the production of dew; and accordingly, under the same exposure, dew is much more copiously deposited on some surfaces than on others. Gravel walks and pavements project heat and acquire dew less readily than a grassy surface. Rough and porous surfaces, as shavings of wood, take more dew than smooth and solid wood. Glass projects heat rapidly, and is as rapidly coated with dew. But bright metals attract dew much less powerfully than other bodies. Water, which stands at the head of radiating substances, is seen to condense the vapor of the superincumbent air in such a manner as to create thick mists and fogs over its surface. The unusual abundance of precipitated moisture over ponds and streams is attributable, however, not merely to the inferior temperature of their waters to the air, arising from radiation, but to the circumstance that more moisture is ordinarily contained in such air, since the sheltered situation it enjoys prevents its being borne away by those aerial currents prevailing elsewhere.

An acquaintance with the cause which produces dew and hoar-frost enables us to understand the rationale of the process resorted to by gardeners to protect tender plants from cold, which consists simply in spreading over them a thin mat or some flimsy substance. In this way, the radiation of their heat to the heavens is prevented, or, rather, the heat which they emit is returned to them from the awning above, and they are preserved at a temperature considerably higher than that of the surrounding atmosphere. To ensure the full advantage of this kind of protection from the chill of the air, the coverings should not touch the bodies they are intended to defend.

Garden walls operate, in part, upon the same principle. In warm climates, the deposition of dewy moisture on animal substances hastens their putrefaction.—As this usually happens only in clear nights, it was anciently supposed that bright moonshine favored animal corruption. This rapid emission of heat from the surface of the ground enables us to explain the artificial formation of ice, during the night, in Bengal, while the temperature of the air is above 32 degrees. The nights most favorable for this effect are those which are the calmest and most serene, and in which the air is so dry as to deposit little dew after midnight.

Clouds and frequent changes of wind never fail to interrupt the congelation. 300 persons are employed in this operation at one place. The enclosures formed on the ground are four or five feet wide, and have walls only four inches high. In these enclosures, previously bedded with dry straw, broad, shallow, unglazed pans are set, containing water. Wind, which so greatly promotes evaporation, prevents the freezing altogether; and dew forms, in a greater or less degree during the whole of the nights most productive ice.—The straw is carefully preserved dry, since if, by accident, it becomes moistened by the spilling of water, it conducts heat, and raises vapor from the ground, so as greatly to impede the congelation.

The radiation from the earth's surface is one of those happy provisions for the necessities of living beings, with which nature every where abounds. The heavy dews which fall in tropical regions are, in the highest degree, beneficial to vegetation, which, but for this supply of moisture, would, in countries where scarcely any rain falls for months, be soon scorched and withered. But, after the high temperature of the day, the ground radiates under these clear skies with great rapidity; the surface is quickly cooled, even to a great extent, and, as soon as this refreshing cold is produced, the watery vapor, which, from the great daily evaporation, exists in large quantities in the atmosphere, is deposited abundantly. This deposition is more plentiful, also, on plants, from their greater radiating power; while, on hard, bare ground and stones, where it is less wanted, it is comparatively trifling. In cold climates, the earth, being cold and sufficiently moist, requires little dew; accordingly the clouds, which are so common in damp and chilly regions, prevent the radiation of heat: the surface is thus preserved warm, and the deposition of dew is, in a great measure, prevented.

## RAILROAD TO THE PACIFIC.

On another page of our paper will be found Mr. Whitney's lecture or explanation, before the two Houses of our Legislature on Friday evening, 30th ult, in the Hall of the Assembly—and our readers will have seen since, that joint resolutions have passed both Houses, approving and recommending the plan of Mr. Whitney, and requesting our Senators and Representatives in Congress, to vote for it. These resolutions passed with a unanimity and warmth of expression, seldom obtained or manifested in legislative bodies.—We ourselves have been disposed (without examination) to look upon this subject as too magnificent almost, for human undertaking, and with no small degree of distrust, lest it might create a land monopoly, placing too much power in the hands of individuals; but it will be seen from Mr. Whitney's explanation that we had not understood him, and that our fears were entirely without foundation. Any monopoly of lands would defeat the project, so that it could not be carried out, and it appears to us that it will be the settler, the poor man, who can buy either for his money or his labor on the road, that is to receive the great benefits of this greatest of works—that it makes a demand for the labor of the Mechanics of all classes, and for the farmer on the spot, and also, gives the best of means at low tolls, to take their products, either mechanic or agricultural, to all the markets of the world, and we think that this is for the poor man, much better than to take the lands as they now are without pay. We are pleased to see that the Hon. Z. Pratt is, and has been a warm advocate of this project from its commencement, he presented Mr. Whitney's first memorial to Congress, and he made a communication to the Legislature, on which they have now acted. We will give, from Congressional documents, Mr. Pratt's remarks:

*House of Representatives of the United States January 28, 1845.*

Mr. PRATT, of New York, presented the memorial of Asa Whitney, (a merchant of New York, who has recently returned from China,) praying for the appropriation of a certain portion of the public lands for constructing a Railroad from lake Michigan through the Rocky Mountains to the Oregon Territory, on the shores of the Pacific Ocean.

On presenting this memorial, Mr. P. remarked, that the subject was one of the most important character—like valuable and magnificent—well worthy of the attention and patronage of the American people. Now that the Oregon question is under discussion in the halls of Congress, and indeed every where throughout the whole land—now is emphatically the time for considering most seriously, all the bearings of an important project of this character. For the most extended commercial purposes—for the convenience and advantage of the whole American people—and last, but not least, for the purpose of securing the American interest in the vast regions of Oregon, and promoting the capacities of our common country for war-like defence as well as for all the advantages of peaceful intercourse between the people dwelling on the shores of the Atlantic and Pacific oceans, the project of facilitating the intercourse by railroad and steam-power is one of the noblest to which the attention of our fellow-citizens and the energies of our Government could now be directed. Such a vast line of communication, once completed, would prove an invaluable auxiliary in cementing the interests of our widely extended territory—in extending the blessings of our free institutions—in strengthening the friendly bonds which link together these States in one grand political confederacy. And, in addition to all this, from the facilities which such a line of intercourse would afford—from the fact that, in furnishing a direct westerly passage between Europe and China, it would consummate what Columbus and other navigators long sought to obtain—in addition to all the foregoing considerations, he repeated, this Atlantic and Pacific Railroad, managed with proper liberality, would soon become the highway of nations.

In conclusion, Mr. PRATT again invoked for the whole subject the earnest consideration of this House, and of the people at large; especially as this project contemplates the settlement of the country along the route, as the work upon the Railroad advances in its progress towards the Pacific ocean.

## NOTICE.

The National Reformers of the city and county of Albany, will meet in Convention May 15th, at one o'clock P. M., at the City Hall, Albany, for the purpose of taking into consideration the propriety of nominating a judge, Surrogate and District Attorney, together with such other business as may come before the consideration of the convention, in regard to the judicial elections. Any person signing the National Reform Pledge shall be entitled to a seat in the convention.

*Geneva, May 6th, 1847.*

MR. TANNER;—In looking over some late numbers of your excellent paper, it has afforded me great satisfaction to see the ground you have taken in regard to the Political Action of Mechanics. There exists no reason under Heaven why the mechanics should not at the Poll concentrate their strength and pronounce righteous judgment upon their oppressors. As you have repeatedly told them, the time for consideration has passed—the period for action has arrived. It becomes them no longer to remain silent and inactive; do not submit to the prevailing despotism. The aristocratic portions of society—those who revel in the pleasures of wealth and greatness have long held you “in durance vile,” making you the unwilling subjects of their power. From your sorrows and trials, they have derived comfort and pleasure, and have evinced an utter recklessness of your rights and happiness.

Under all these complicated wrongs, you have remained silent and inactive. At least, you have made no further efforts than to raise the voice of entreaty and ask that your rights might be no longer disturbed.—But you have not resorted to Political Action. You have only wielded, or sought to wield, a moral power. Experience then has taught you the inability of this resort, and it now becometh you to have recourse to some other method for affecting the minds of your enemies. Speak then, as has been urged upon you, through the medium of the Ballot Box. Let the suggestion be acted upon and victory and success are inevitable.

I trust Mr. Editor, that you will continue your articles upon this subject. The Ballot Box is the only weapon for REDRESSING THE MECHANIC'S WRONGS and SECURING THE MECHANIC'S RIGHTS!

Yours truly,

A MECHANIC.

We assure our correspondent that we shall pay due attention to this important theme. We are too thoroughly convinced of the utility and necessity of Political Action, to play the “drop game” with the subject yet awhile. Ed.

*Rochester May 8, 1847.*

Dear Sir:—As one of the subscribers to the *Advocate*, I am exceedingly happy to perceive the bold, independent stand it has taken in regard to the rights and privileges of the workingmen. No class of the community endure greater privations—suffer deeper injuries—labor under more palpable disadvantages, than the laboring classes. They are made the objects at which the rich and powerful direct their most poisonous shafts, and continually are abuse and injury heaped upon them. Long and patiently have they bowed in submission; they have endured each insult, calumny and wrong, with the most unlimited indulgence.

But an era has dawned that shall behold the seeds of prejudice and oppression scattered to the winds. No longer shall the Mechanics tamely submit to insult and ignominy. This have they too long done. Too long have they patiently endured the caprice and tyranny of the rich and great—men who seem to have steeled their hearts to human suffering, and to survey with cool complacency the miseries of their fellow men. Their oppressors, perceiving that their unprovoked attacks were not indignantly repelled, continued to exercise power, to their own disgrace and to the injury of the working classes. That the latter are now preparing for a great and grand effort to procure their disenfranchisement—that they have determined to meet whatever influence their opposers may bring to bear against them—that they are about to meet their oppressors at the BALLOT BOX, must be a source of rapturous delight to every friend of Freedom and Humanity!

I send you a list of our officers as I promised; I should have sent them before, but the letter was mislaid, and it slipped my mind. They are as follows:

PROTECTION No. 2, ROCHESTER.

MATTHIAS MOOT, S. P.  
LEWIS SHULTS, J. P.  
E. A. FORSYTH, R. S.  
CHARLES MOAT, F. S.  
C. C. LUNT, TREAS.

I will write again soon, and keep you advised of all things of interest. Please find enclosed \$9.

Yours Sartin,

S. ....



For the Mechanic's Advocate.

GLEAMS OF RATIONALITY.—No. 3.

BY A. J. M'DONALD.

By travelling we learn much more of the general habits of mankind, than by only surveying our own particular locality, though even here, we may compare the present, with a few years back, and find, in the article of *Bread*, there has been much change; the question arises, is this change an improvement? and I appeal to reason for the answer.

Without entering into the kitchens of our citizens, or meddling in the least with their domestic affairs, I would notice the use of bread generally, in all parts of the country and that bread in particular, which is supplied by public bakers.

It would be interesting to learn the various kinds of bread and the general diet, used by our forefathers, but in our own time there is much to observe, showing us the changes which are now going on. In the first place it appears evident that mill stones are used to supply the place of teeth; because we have the power to masticate the grain, and if we were in a natural state it is probable we should use it in its simple and uncooked form, like apples, peaches, or any other article which is nutritious and adapted for our use; but we have used mill-stones to pulverize it and save us the mastication, and we have used bolting-cloth and various other means to refine it, so that it would feel easy to swallow and give the stomach a little extra trouble to digest; but the light of reason has discovered that the grinding process deprives the grain of some of its peculiar and useful properties, by the friction of the mill-stones and the heat which that friction produces, we also discover that when we have ground our grain and used the meal at once without letting it go through the bolting process and depriving it of its bran, it is much better for our health; thus we see that though in our present state we cannot agree to masticate the grain with our teeth, yet, reason has led us back a step and shewed us that, by dispensing with bolting-cloth, we increase our health, and thereby, our happiness. Graham bread, as it is called, and made by many bakers, is simply the unbolted wheat-meal, going through the same process as the other bread, but the real Graham bread, such as I have seen used by many Grahamites, in the country, is the simple, unbolted wheat-meal and water-kneaded into small rolls or cakes, and baked; though different persons suit their peculiar tastes by adding salt, molasses, saleratus, etc. We cannot all go to this apparent extreme, but brown, or Graham bread, such as the bakers now make, is becoming every day more and more in demand. In various parts of the United States I have noticed this change and also ascertained from many persons who use it, that they enjoyed better health, which they attributed to the better bread. Each individual is the best judge of what best agrees with themselves, but I recommend the unbolted wheat bread in preference to the pure wheat, or rye, though a mixture of Indian meal with the wheat meal, is likewise excellent. Good bread gives good health, and good health gives strength and happiness.

SUBSCRIPTIONS SINCE OUR LAST.

East Albany, 1; Whitehall, 13; Fort Ann, 3; Keeseville, 9; Lansingburgh, 4; Ticonderoga, 2; Albany, 7; Salem, 2; Fort Edward, 1; Newbury, 6.

If any mistake occurs in the receipt of papers, it will be rectified on application to this office, by mail or otherwise.

*The article in the Ohio State Tribune, of May 1, entitled "Try," should have been credited, Albany Mechanic's Advocate, instead of Journal.*

*If you would get along in the world, you must hold up your head, even if you know there is not much in it.—*

LIST OF PATENTS

Issued from the United States Patent Office, for the week ending 1st of May, 1847.

To B. Morehouse and William W. Willard, of Syracuse, N. Y., for improvement in Cooking Stoves. Patented May 1, 1847.

To Uriah Atherton Boyden, of Boston, Mass., for improvement in Diffusers for Water Wheels. Patented May 1, 1847. Ante-dated November 1, 1846.

To Matthew Stewart, of Philadelphia, Penn., for improvement in Roofing. Patented May 1, 1847.

To Nathaniel Waterman, of Boston, Mass., for improvement in Gridirons. Patented May 1, 1847.

To Aug. N. Severance, of Cherry Valley, Ohio, for improvement in Cheese Shelves. Patented May 1, 1847.

To Elihu Walter, of Syracuse, New York, for improvement in Cooking Stoves. Patented May 1, 1847.

To William W. Many, of Albany, New York, for improvement in Cast Iron Car Wheels. Patented May 1, 1847.

To Hall Colby, of Rochester, New York, for improvement in Mariner's Compass. Patented May 1, 1847.

To Ebenezer Cate, of Boston, Mass., for improvement in Window Blinds. Patented May 1, 1847.

To Perry C. Gardiner, of New York, for improvement in Rail Road Car Wheels. Patented May 1, 1847.

To Isaac Judson, of New Haven, Conn., for improvement in machinery for Dressing Stone. Patented May 1, 1847.

To J. H. Latournandais, of Flint Hill, Va., for improvement in Bedsteads for Invalids. Patented May 1, 1847.

DESIGNS.

To Gilbert Geer, of Troy, N. Y., for design for Stoves. Patented May 1, 1847.

RE-ISSUE.

To Philo B. Tyler, of New Orleans, La., for improvement in Cotton Presses. (Letters Patent dated Jan. 16, 1845.) Re-issued May 1, 1847.—*Sci. Amer.*

"NOT DEAD BUT SLEEPING."—A foreign journal mentions a remarkable case of a female supposed to be dead, and who came near being buried alive, but who was saved from premature interment most miraculously. The girl had sickened and died (as her friends thought.) She was laid out as usual, and remained to all appearance as a corpse for three days, when the time arrived which was appointed for her burial. When the undertakers came to screw down the lid of the coffin, a slight perspiration was noticed upon her skin, which being immediately regarded, an examination was made, life was found to be in the body, and she was restored to health. The most interesting part of the circumstances is the account that the girl gave of her own experience during her inanimate state. She said that she appeared to dream that she was dead, but was sensible to everything that was passing around her, and distinctly heard her friends bewail her death; she felt them envelope her in the shroud and place her in the coffin. The sensation gave her extreme agony, and she attempted to speak, but her soul was unable to act on the body. She describes her sensations as very contradictory, as if she was in and out of her body at the same instant. She attempted in vain to move her arms, to open her eyes, to speak. The agony was at its height when she heard the funeral hymn, and found they were about to nail down the coffin. The horror of being buried alive gave a new impulse to her mind, which resumed its power over its corporeal organization, and produced the effects which excited the notice of those who were about to convey her to a premature grave.

POPULAR DELUSIONS.—It takes a keen observer to detect all the popular fallacies that are rife in the country at present. The following list is given by—we don't know who:

It is a popular delusion to believe that an Editor is a public bellows, bound to puff everything and every body that wants to use him.

It is a popular delusion to believe that the most certain road to fortune is through the turnpike of politics.

It is a popular delusion to believe that a man's intellect is in a ratio with his assurance.

It is a popular delusion to believe that a man filters the natural foolishness from his mind by wearing gold rings on his fingers.

It is a popular delusion to believe that a tailor can live solely on cabbage.

It is a popular delusion to believe that Nature, when she made "lovely women," meant, but omitted to have finished her off with a bustle.

It is a popular delusion to believe that a formidable moustache inspires a paltoon with the courage of a brave soldier.

THE JUDICIAL DISTRICTS.—The joint committee of conference between the two houses on the matters of disagreement relative to dividing the State into judicial districts have agreed upon a compromise bill.—The committee on the part of the Senate made their report yesterday afternoon. The bill makes the following apportionment:

1st district—New York city and county.

2d.—Richmond, Suffolk, Queens, Kings, Westchester, Orange, Rockland, Putnam and Dutchess.

3d.—Columbia, Sullivan, Ulster, Greene, Albany, Schoharie and Rensselaer.

4th.—Warren, Saratoga, Washington, Essex, Franklin, St. Lawrence, Clinton, Montgomery, Fulton, Hamilton and Schenectady.

5th.—Onondaga, Oneida, Oswego, Herkimer, Jefferson and Lewis.

6th.—Otsego, Delaware, Madison, Chenango, Broome, Tioga, Chenango, Tompkins and Cortland.

7th.—Livingston, Wayne, Seneca, Yates, Ontario, Steuben, Monroe and Cayuga.

8th.—Erie, Chautauque, Cattaraugus, Orleans, Niagara, Genesee, Allegany and Wyoming.

It is to be hoped that final action may be speedily had, as great anxiety exists in the community on the subject. The bill, although perhaps not entirely satisfactory to a majority of either house, still as a matter of compromise, is reasonably fair and equitable.—*Albany Argus, May 4th.*

From the Pejepscot Journal, Maine.

TEN HOUR SYSTEM.

There seems to be quite a strike for the ten hour system in several places. The Bath people have struck, Portland people are striking, Brunswick (?) and other people will strike.

Ten hours is enough of actual labor. Under such a system more labor would be done, and that too with a better grace.

At a meeting of ship-carpenters of Portland the following resolves among others, were passed.

*Resolved*, That the ship-carpenters of Portland are fully satisfied that the interests of both the employers and the employed, would be greatly promoted by a uniform system of labor, having for its basis, a limited number of hours as consisting a day's work.

*Resolved*, That in our opinion ten hours zealously devoted to the interests of an employer, should constitute a day's work.

*Resolved*, That the ten hours constituting a day's work, shall commence at 7 o'clock in the morning, and end at 6 o'clock in the evening, excepting only the hour from 12 to 1 o'clock for a dinner hour, and this shall be the unvarying rule from the first of March till the first of October inclusive. From the first of October until the first of March inclusive, a day of outdoor labor shall be from sun to sun, with the usual dinner hour deducted.

A rather laughable affair occurred a few days ago, in one of the Boston Hotels, showing the peculiar regard which some men have to rank or title in office.—Several members of the House of Representatives were seated at the dining table, (feeling rather dignified we suppose) when one of them said, "Will the gentleman from Andover please pass the butter this way?" Pretty soon another spoke, "Will the gentleman from Worcester please pass the salt this way?" when one of our city wags taking the hint, turned round to the BLACK WAITER, and said, "Will the GENTLEMAN from Africa please to pass the bread this way?"

I WILL.—Be decided—then we know what to depend upon. If you never intend to befriend a poor fellow, don't keep him in suspense a month, with your *perhappes* and *call agains*, but speak out and say no, at once. But if you think favorably of the man, what use is it to linger, to cough and hem? Why not say "I will," and be done with it? Do you want the neighbor to feel as though he were under a great weight of obligation to you, merely because you had it in your power to favor him, and did only what it was your duty to do? We always were a friend to decision, and always intend to be. When we ask a favor—but God grant they may be few—let us have the good old primitive *yes or no*, and we shall be satisfied at once.—*N. Y. Organ.*

Several articles of interest have been crowded out, owing to the length of Mr. Whitney's remarks. Among other things an answer to the article entitled "*Who does the cap fit?*" in the last *Journal*. We hope the aristocrat who owns that concern does not intend to crush us.



# MECHANIC'S ADVOCATE.

## NEW-YORK MARKETS.

NEW-YORK, Tuesday, May 11

<b>ASHES</b> —100 lbs.	
Pots.....	5 00
Pearls.....	6 50
<b>BEEWAX</b> —lb.	
White.....	50
Yellow.....	27
<b>CANDLES</b> —lb.	
Tallow, mould.....	11
Sperm.....	31
Stearic.....	—
<b>COAL</b> .	
Liverpool, chl.....	7 25
Newcastle.....	6 75
Scotch.....	6 00
Sydney.....	7 00
Pictou.....	7 00
Virginia.....	—
Anthracite.....	6 00
<b>COFFEE</b> —lb.	
Java.....	10
Porto Rico.....	—
Laguayra.....	8
Cuba.....	—
Brazil.....	8
St. Domingo.....	6 1
<b>COPPER</b> —lb.	
Sheathing.....	23
Old.....	18
Braziers.....	25
Pig.....	18
Bolts.....	25
<b>CORKS</b> .	
Velvet, gross.....	45
Common.....	25
Phial.....	12
<b>COTTON</b> .	
New Orleans.....	14
Alabama.....	14
Florida.....	13
Upland, fair.....	12 1
Do good fair.....	13
<b>FLOUR AND MEAL</b> .	
Western canal.....	8 00
Ohio via canal.....	7 62 1
Ohio via Pa.....	7 56
Michigan.....	7 12
Troy.....	7 75
Philadelphia.....	6 87
Brandywine.....	7 25
Georgetown.....	7 00
Baltimore.....	6 62
Richmond City.....	8 50
Do country.....	6 75
Alexandria.....	6 87
Genesee.....	8 00
Fredericksburg.....	6 50
Petersburgh.....	6 50
Rye Flour.....	5 00
Corn meal, J and.....	—
Brandywine.....	4 87
Corn meal, in hhd.....	—
Brand.....	22 50
<b>GRAIN</b> —bush.	
Wheat, W. & N. Y.....	1 75
Do South.....	—
Rye, North.....	1 00
Corn, Jer. & N'm.....	1 00
Do Southern.....	3 93
Barley, N. R.....	75
Oats, Northern.....	51
Do Southern.....	—
Do New Jersey.....	43
<b>HOPS</b> .	
First sort.....	10
<b>HEMP</b> —ton.	
American.....	150 00
Russia.....	—
Manilla.....	190 00
Sisal.....	—
Sunn.....	—
Jute.....	—
Italian.....	—
<b>HIDES</b> .	
Cale grn salted.....	—
Do dry.....	1 10
Dry Southern.....	10
<b>IRON</b> .	
Pig, Eng. & Scotch.....	33 00
Pig, Amer. No. 1.....	32 50
Do, common.....	25 00
Bar, Rus. PSI.....	102 50
Do, new.....	—
Do Swedes.....	90
Do Amer. roll'd.....	85
Eng. refined.....	85
Eng. common.....	72 50
Sht, Rus. 1st qu.....	11 00
Eng. & American.....	6
Hoop, do cwt.....	6 50
<b>LEAD</b> .	
Pig.....	4 25
Bar.....	4 1
Sheet.....	5
<b>LEATHER</b> .	
Oak.....	22
Hemlock, light.....	16
Do middle.....	16
Do heavy.....	14
Do damaged.....	13
Do poor do.....	9
<b>MOLASSES</b> .	
New Orleans.....	36
Porto Rico.....	32
St. Croix.....	36
Trinidad.....	30
Martinique.....	—
Goudaloupe.....	—
Havana.....	21
Matanzas.....	21
English Islands.....	—
<b>NAILS</b> —lb.	
Cut, 4d a 40d.....	4
(3d 1 ct and 2d 2 cts more.)	—
Wrot, 6d a 20d.....	14
Horseshoe.....	21
<b>OILS</b> —Per gal.	
Flor 30 flask b.....	4 50
French 12 pts.....	4 50
Olive, gal.....	1 37 1
Palm, lb.....	62 1
Linseed, Am.....	85
Whale.....	34
Sperm, fall.....	—
Do winter.....	1 12
<b>PLASTER PARIS</b> .	
Plaster Paris.....	2 50
<b>PROVISIONS</b> .	
Beef, mess, brl.....	12
Beef, prime.....	9 25
Cargo.....	—
Pork, mess.....	15 25
Pork, prime.....	13 25
Cargo.....	—
Hog's lard, lb.....	10
Butter, prime.....	22
Do ordinary.....	12
Do Philadelphia.....	—
Cheese, Am.....	7
Hams, smok'd.....	11
<b>RICE</b> .	
Rice, 100 lbs.....	5 00
<b>SALT</b> .	
Turks Island.....	35
Bonaire.....	35
Curacao.....	—
Ivica.....	—
Cadiz.....	—
St Ubes.....	—
Lisbon.....	—
Sicily.....	—
Liv'd ground.....	1 15
Do do fine.....	1 35
<b>STEEL</b> —lb.	
German.....	13
Eng hoop L.....	13 1
Spring.....	5 1
Trieste, in box.....	—
American.....	5
<b>TEAS</b> —lb.	
Imperial.....	70
Gunpowder.....	70
Hyson.....	75
Young Hyson.....	70
Hyson Skin.....	49
Souchong.....	45
<b>TIN</b> —lb.	
Block S Am.....	24 1
Block E I.....	—
In plts, 1-3x bx.....	9 75
<b>TOBACCO</b> .	
Richmond.....	6
Petersburg.....	6
N Carolina.....	—
Kentucky.....	6 1
Cuba.....	24
St Domingo.....	17 1
Manufactured.....	15
Do No 2.....	9
Do No 3.....	7
Do 32lb lump.....	15
Cavendish.....	25
<b>WOOL</b> .	
Am. Sax, fleece, lb.....	40
Am. full blood Mer.....	38
Am. half and gr. do.....	32
Am. Na. gr. Mer.....	27
Super, pulled.....	31
No. 1, pulled.....	29
No. 2, pulled.....	—
South Am. washed.....	12
Do do and picked.....	18
Do unwashed.....	7
African.....	11
Smyrna.....	13
Mexican.....	11
ZINC.—In sheets.....	7

## "ISSUES FOR 1847."

LAND LIMITATION, INALIENABLE HOMESTEAD, AND FREEDOM OF PUBLIC LANDS.

### CONSTITUTION OF THE INDUSTRIAL CONGRESS.

To establish Equality, Liberty and Brotherhood among men of every Race; to provide that the Rights of Men, alienable and inalienable, shall be more perfectly understood and guaranteed; to Redeem the Industrial Classes from the condition of Inferiority which has hitherto every where attached to Labor; to unite in one the Friends of Humanity; to promote Intelligence, Virtue and Happiness; this Convention, representing the various useful classes, do adopt and recommend to the people of these United States the following Constitution, as the Basis of a New Moral Government.

Art. I. The style of this instrument shall be the constitution of the Industrial Congress.

Art. II. This Congress shall be constituted upon the following principle.

1st. Its members shall be elected annually by bodies or association of men or women who subscribe to these principles, to wit: That all men are created equal; that they are endowed by their Creator with certain inalienable rights; among which are the Right to Life and Liberty; to the use of such a portion of the Earth and the other elements as shall be sufficient to provide them with the means of subsistence and comfort; to Education and Paternal Protection from Society.

2. They shall be elected by associations consisting each of 5 or more persons and less than 50, male and female, above the age of 18 years, every such association being entitled to one representative, and every association being entitled to one additional representative for every additional fifty of its members: *Provided always*, that no association shall be entitled to any representation whatever in this Congress unless all its members shall have subscribed to all the principles under the 1st head of this article.

Art. III. The Congress shall assemble on the first Wednesday of June of every year. Their first assembling shall be in the city of Boston; their 2d in the city of New York; their 3d in the city of Philadelphia; and their 4th in the city of Cincinnati, after which it shall be left to each Congress to determine where they next meet. Every session shall continue for seven days or more.

Art. IV. The laws of this Congress, being intended to embody and represent the collective intelligence of the great producing and other useful classes of the country, will be advisory and recommendatory, having of whatever moral force may dwell in their truth and wisdom, and none other.

WM. S. WAIT, Illinois, President.

CHAS. DOUGLASS, of Conn., Vice Pres'ta.

E. N. KELLOGG, of N. J., Vice Pres'ta.

JOHN FERRAL, of Penn., Vice Pres'ta.

GEORGE H. EVANS, Secretaries.

CHARLES SPARKS, Secretaries.

MOSES JOHNSON, Secretaries.

In pursuance of the provisions of Art. III. of the Constitution, the second session of the INDUSTRIAL CONGRESS will be held in the City of New York, commencing on Wednesday the second day of June next, All favorable to the objects are invited to organize and be properly represented, according to the provisions of the Constitution, Art. II. Associations whose members have adopted the National Reform Pledge will be entitled to a representation.

DAVID BRYANT, of Mass., President 1st session.

GEORGE H. EVANS, Secretary.

FOR SALE AT THIS OFFICE.

Any quantity of old Newspapers and Pamphlets in sheets, suitable for wrapping paper.

DANIEL TRUE, Die Sinker, may be found at No. 585 Broadway. Engraves Seals, Door Plates, &c. Cuts book-binders' Stamps and Dies, also Jeweler's and Silver-smiths' Dies, &c.

## NEW YORK REFORMER.

A Weekly Family and Temperance Newspaper.

ABBOTT & GUILD,

Editors and Proprietors.

The REFORMER was started in this city, about eight weeks since. It is a large paper, devoted to Temperance, the Arts, Sciences, Literature, and the news of the day. Regarding Albany as a place in which a paper of the kind is much needed, and hoping that the friends of Temperance will come forward and sustain us, we were induced to make the trial. Thus far, our encouragements have been of a cheering character, and we confidently believe, that inasmuch as we shall spare no pains in rendering our paper one of the most useful and interesting periodicals of the day, that our friends will sustain us handsomely. The paper is published in this city, at No. 9 Commercial Buildings. Terms: \$1 50 per year; 3 copies for \$4; 10 copies, \$12; 20 copies, \$20.

JOHN ABBOTT.

H. A. GUILD.

Albany, March 8, 1847.

Messrs. GOODWIN & McKINNEY having purchased my interest in the HAT AND CAP establishment, No. 3 Exchange, I cheerfully recommend them to the public for a share of that patronage so liberally bestowed upon me. Their experience in the business will be a sufficient guaranty that all articles in their line that are offered to the public for style and beauty of finish, will not be excelled in this or any other city.

LE GRAND SMITH.

## HAT EMPORIUM.

GOODWIN & McKINNEY, successors to Le Grand Smith, manufacturers and dealers in HATS, CAPS, and FURS, No. 3, Exchange, Albany. We earnestly solicit the continuation of the former patronage to this establishment, assuring them that they shall be served to the best of our abilities, and to their perfect satisfaction.

ALFRED GOODWIN. J. MCKINNEY.

## MUFFS AND ROBES—At No. 3 Exchange.

Received this morning the largest and best selected assortment ever offered to the public, consisting of

MUFFS—Fine Isabella Bear, Stone do, Black do, Grisley do; Blue Fox, Wood do, Red do; Nat. Lynx, Taft do, Black do.

Together with a large assortment of Chinchella Grey Squirrel, Wolf, imitation Lynx, black and natural Jenett and Coney.

ROBES—Trimmed: Martin, Jenett, Wolf and Coon. Untrimmed: No. 1 Buffalo Robes. No. 1 extra assorted do. Indian tanned do.

GLOVES—Gentlemen's driving Plucked and Unplucked Otter and Seal Gloves. Ladies' Otter and Musk Riding Gloves.

CAPS—Otter, Seal, Nutria, Musk, Boas, silk Plush, Fur Trimmed, Cloth, Youth's, and Children's Velvet.

Also, Bows, Neck Ties, Umbrellas and Canes, which are offered to the public at a small advance. Purchasers will do well to give us a call before purchasing elsewhere.

GOODWIN & McKINNEY, 3 Exchange.

## NEW ARRANGEMENT.

### THE HOME JOURNAL FOR 1847.

THE JANUARY NUMBER.

We regret (and we do not regret) to say that we are under the necessity of breaking up the present series, and commencing a new volume of the HOME JOURNAL in January—the demand for the first and second numbers having so far exceeded our calculations, that we can no longer supply the new subscribers, who naturally wish to commence with the beginning. Our kind friends, who will have received five numbers of the Home Journal, will submit willingly, we hope, to the having two or three extra papers to bind with the volume for 1847; and the new arrangement will be a great convenience to the distant subscribers, who had only heard of our present series after its first numbers were exhausted, and who now can fairly commence the new Volume with the New Year. We shall issue, therefore, No. 1 of our new volume on the 2d of January, and, thereafter, keep even pace with Father Time's old-fashioned beginnings and endings.

The following are the only terms on which the Home Journal is furnished to subscribers:—

One copy for one year, \$2 00

Three copies, to one address, 5 00

Those who wish to subscribe, and commence with the January number, are requested to send at once to the Office of Publication, No. 107 Fulton street.

Agents supply single copies only.

GEO. P. MORRIS. d31 N. P. WILLIS.

## ALBANY CIGAR DEPOT.

The subscriber informs his friends and the public, that he has continually on hand for sale, a large and excellent assortment of Regalia, Principe Havana, and L'Norma Cigars, which he offers on the most advantageous terms, to wholesale or retail dealers.

CHARLES W. LEWIS.

BOOTS AND SHOES, No. 3 Delavan House, Broadway, Albany.—The subscriber having removed his Boot and Shoe Store from North Pearl street to the above place, is now ready to execute all orders with which he may be favored.

DAVID D. RAMSAY.

BOOTS AND SHOES.—The subscriber has opened a Boot and Shoe Store at No. 3 Delavan House, Broadway, where he intends to make to order first rate Boots and Shoes; and will warrant them to fit as well, if not better, than those of any other shop in the city. He would respectfully invite the public to call and examine his stock, assuring them that no pains will be spared to give them entire satisfaction.

The subscriber has just returned from New York with a choice selection of manufactured Boots and Shoes, which he thinks will be found on trial a choice article.

D. D. RAMSAY.

## PICTORIAL BOOK BINDING.

NEW and elegant specimens of Binding for HARPER'S BIBLE and VERPLANK'S SHAKESPEARE, to which the attention of the public is solicited, at

H. R. HOFFMAN'S, No. 71 state st, Albany.

## NOTICE.

The Albany Group of Associationists meet every Wednesday evening, at Blunt's Buildings, 3d story, cor. State and Pearl sts; entrance on State. It.

# MECHANIC'S ADVOCATE

## New Watch and Jewelry Store

The subscriber would respectfully inform his friends and the public, that he has taken the store 61-2 South Pearl street, lately occupied by James Sanders, and has just returned from New-York with a well selected stock of Watches, Clocks, Jewelry, Silver Ware, Gold and Gilt Jewelry, Cutlery, German Silver, Steel and Plated Fancy Goods, Watch Materials, Watch Glasses, &c.

Watches, Clocks and Jewelry repaired and warranted. Jewelry and Silver Ware made to order. The highest price paid for old Gold and Silver. Call and see: 23yl VISSCHER MIX.

## ENCOURAGE HOME MANUFACTURERS

DANIEL L. WEAVER would inform the citizens of Albany, that if in want of a good article of Umbrellas, Parasols, Parasol-lets or Sun Shades, that he is ready to please his friends at his manufactory, No. 62 Green street, next to the Baptist church. The work and price suit the times so well, that it is to be hoped they will encourage industry at home.

Repairing and re-covering done neat and cheap, at the shortest notice.

Wholesale for dresses kept constantly on hand.

## OPTIC NERVE OIL.

FOR WEAK EYES.

This Oil has a direct influence on the Optic nerve. It imparts to the whole eye its pristine strength and vigor. Individuals in Albany, some 60 years of age, by using this have almost literally obtained new organs of vision.

Gentlemen of studious habits and ladies whose power of sight have become impaired by close application will find this to be of essential utility.

N B In no instance sold except by myself personally. Price one dollar.

Dr. G. A. KNAPP, Oculist,  
496 Broadway, Albany, N. Y.

P. S. For 10 or 20 cts 1 may be enclosed and sent by mail to any part of the Union.

ap23 m3

**Eggs**—Fresh Eggs constantly on hand at  
SMITH & PACKARD'S.

**STARCH**—Just received a fresh supply of Poland Starch; so beautifully alluded to by the poet Campbell,  
"Warsaw's last champion from her heights surveyed  
Wide o'er the field a heap of starch displayed."  
SMITH & PACKARD.

## REGALIA:

At the Mammoth Variety Store,  
ALBANY, N. Y.

The subscriber is extensively engaged in the Manufacture and sale of every description of Regalia; Also in the sale of Velvets, Merinos, Satins, Ribbons, Quality Bindings, Gold and Silver Trimmings, &c, &c, of which he has always on hand a splendid assortment. Orders in the above line will be filled at short notice and at lowest prices. Work and materials in all cases warranted to give satisfaction.

1722 E. VAN SCHACK, 3-5 Broadway.

## C. KOLLER,

BOOK, PLAIN AND FANCY JOB PRINTER,  
Nos. 14 and 15 Commercial Buildings, corner of Broadway and Hudson street, ALBANY.

### BOOK PRINTING.

Books of any magnitude, either Type or Stereotype, executed in the best style, and with as much despatch as the materials and work will admit of.

### PAMPHLETS.

Reports, Addresses, Catalogues, Sermons, Speeches, etc., and Pamphlets of all kinds, with or without covers, done at short notice, in any style required.

Special attention paid to printing the Constitutions of the Sons of Temperance, Rechabites, I. O. O. F., &c.

### CARD PRINTING.

Having one of Ruggles' Superior Engines, and a very extensive assortment of beautiful Card Type, all kinds of Cards, such as Admission, Business, Dinner, Invitation, Supper, Visiting and Wedding Cards, will be printed in the greatest variety of styles, and on the most reasonable terms.

### BILLETS,

For social, private, or public purposes, executed in the most beautiful style.

### CIRCULARS, BLANKS, &c.

Mr K. has been at great expense in procuring a variety of Type, such as Script, Secretary, etc., expressly for Circulars, Insurance Policies, and Blanks of every description.

### SHOP AND FANCY BILLS,

Of every description, got up in superior style, and at the shortest notice, with or without borders. JOBS, in colors, Gold Leaf, Bronze, (various shades,) Tintographic, with shades of the rainbow, (of which Mr. K. is the original inventor,) executed with neatness and dispatch.

### BANK CHECKS AND DRAFTS,

Printed to order for any Bank, in any style, with black or colored Inks.

### OFFICE OF

## THE SON OF TEMPERANCE AND RECHABITE.

HENRY R. HOFFMAN, Book-Binder and Blank Book Manufacturer, No. 71 State street (up stairs), Albany. Plain and Fancy Binding executed in the first style of the art. Blank Books manufactured to any pattern. 43

## THE MECHANIC'S ADVOCATE.

Is published every Thursday morning at No 16 Commercial Building, Albany, N. Y. Terms one dollar per annum. Address  
JOHN TANNER, Publisher.

## PLUMBE'S Daguerrian Galleries OF PATENT

Colored Photographs at 75 Court street and 58 Hanover street, Boston; 231 Broadway, New York; 136 Chestnut street, Philadelphia, 122 Baltimore street, Baltimore; Pennsylvania Avenue, Washington, D. C.; Broadway, Saratoga Springs; and Dubuque, Iowa.

Awarded the Gold and Silver Medal, four first premiums and two highest honors at the National, the Massachusetts, the New York and Pennsylvania Exhibitions, for the most splendid colored daguerreotype and best apparatus. Admittance free.

Likenesses taken every day, without regard to the weather. Pictures taken at this unrivalled establishment on the largest plates, or in groups of any desired number, in a style of art superior to any thing of the kind produced elsewhere.

\* \* \* Premium Apparatus, Plates and Cases, supplied at lower rates than at any other place in the United States. 16tr

## Good news for the Blind!

## Blindness Cured Without an Operation.

DR. G. A. KNAPP,

OCULIST,

Respectfully informs the public that he has opened an office at 496 Broadway, Albany, opposite Stanwix Hall, where he will attend to all persons afflicted with BLINDNESS, or other Diseases of the EYE, and particularly Amaurosis, Ophthalmia, (or inflammation) of every grade, Opacity, Granulation of the Eye Lids, and some cases of Cataract. His method of restoring health and sight to diseased Eyes without an operation, is of recent discovery, and the results have astonished the Profession and elicited the warmest gratitude of patients.

No charge for examinations at the office.

Albany, March 25, 1847.

Ap 22 m3

## SCALES.

Consisting of forty varieties, viz: Double Beam portable Platform Scales, 12 sizes. Single Beam ditto, 8 sizes. Single and double beam Dormant Platform Scales, 8 sizes. Railroad, Hay and Coal Scales, made any size required.

Double beam Counter Scales, 4 sizes.

Single beam " " 2 sizes.

Common beam " " 4 sizes.

Brass beam " " for Druggists' and Grocers' use.

Patent Ballances, &c. All of which are graduated to either American or foreign weight and ready boxed for shipping. Persons in want of Scales will find it to their advantage to call and examine the large assortment on hand and for sale at his Depot, 114 Front street, corner of Wall, New-York, or at the manufactory at Lansingburgh. For sale by  
HUMPHREY & LANSING, No. 63 State street, Albany

## PORTRAIT PAINTING.

Rooms 496 Northwest corner of Broadway and Maiden Lane, ALBANY.

Where the subscriber would be pleased to see his acquaintances and the public generally, especially those who intend sitting for Portraits.

Thankful for past favors, he hereby solicits a continuance of the same. Prices reasonable and warranted to please all.

N B. Particular attention paid to calls for sketching from a corpse. As the subscriber has had much experience, he doubts not that he may please all, by producing a likeness to the life, a thing many think almost impossible—nevertheless 'tis true.

Feb. 12, 1847. Ht AUGUSTUS PRIME.

**JAUNDICE BITTERS.**—These Bitters are unquestionably one of the best Medicines in use for cleansing the system of morbid or superfluous bile, removing the yellowness of the skin, exciting action, and restoring tone and energy to the digestive apparatus and organic system. It is therefore with confidence that I recommend this article in the following ailments, feeling secure of a favorable testimony from those who may try it, viz.—Loss of, or weak appetite; general feeling of languor, disinclination to bodily or mental exertion, irritable and dejected temper, disturbed and unrefreshing sleep, pain or fullness in the stomach after eating, flatulency, heartburn, headache, giddiness, lassitude, palpitation, costive habits, &c., &c. Also for hemorrhoids, or piles, which are always caused by a faulty state of the biliary or digestive organs.

Prepared and sold at No. 24 Ferry street, Troy, N. Y. Price 75 cts. per bottle.

P. W. BARRINGER,

Botanic Physician.

## AMERICAN PRACTICE OF MEDICINE.

DR. N. S. DEAN,

Nos. 19 and 21, Norton st., Albany, has established an INFIRMARY, for the reception of patients, who are afflicted with various acute and chronic diseases. His charges for board and medical attendance are moderate. His BATHING ROOMS are in complete order. Warm, Cold, Shower, Sulphur and Medicated Baths in readiness at all times, for the accommodation of his patients, and of the citizens generally.

Single baths 25 cents; 6 tickets for one dollar.

Dr. Dean employs in his practice vegetables only, as experience and practice have proved sufficient (without resort to mineral poisons,) to cure or alleviate all diseases to which the human family are subject, tenders his services and medicines to the public, satisfied that a trial of them will convince the most skeptical and unbelieving of their value and efficacy, are

His medicines are all prepared upon scientific principles, from vegetable substances only, and have stood the test of more than twenty years. Among his medicines, which have effected many surprising cures, after all mineral remedies had failed, and of which abundant certificates of the most respectable persons in this city and vicinity will be given.

DR. DEAN'S INDIAN'S PANACEA, for the cure of Consumption, Scrofula, or King's Evil, Incipient Cancers, Syphilis and Mercurial Diseases, particularly Ulcers and Painful Affection of the Bones, Ulcerated Throat and Nostrils, Ulcers of every description, Rheumatism, Sciatica or Hip Gout, Fever Sores and Internal Abscesses, Fistulas, Scald Head, Scurvy, Biles, Chronic Sore Eyes, Erysipelas, Cutaneous Diseases, Chronic Catarrh, Asthma, and Headache from particular causes, Pain in the Stomach and Dyspepsia, proceeding from vitiation, Affections of the Liver, Chronic Inflammation of the Kidneys, and general debility. It is singularly efficacious in renovating those constitutions which have been broken down by injurious treatment or juvenile irregularities. In general terms, it is recommended in all those diseases which arise from impurities of the blood or vitiation of the humors of whatever name or kind.

Rheumatic Oil, an Indian specific. This oil has effected cures when all other remedies have failed, and needs but a trial to prove its efficacy, in the most inveterate cases. It is also an effectual remedy in cases of Bruises Contracted Sinews, Scalds and Burns.

**Restorative Wine Bitters.**—This valuable pectoral remedy is admirably calculated to restore tone to the muscular fibre, thereby imparting strength and energy to the whole system. It will be found of great value in all cases of debility, pain in the breast, loss of appetite, incipient consumption, and those truly desolating complaints peculiar to females, such as fluor albus, bearing down pains, &c. By giving to the digestive organs, they are peculiarly useful in Dyspepsia or indigestion, removing acid eructations, flatulency, and other distressing concomitant symptoms. In short, they are understandingly recommended, and will be found a most valuable preparation in all cases where a strengthening remedy is required. Put up in wine bottles. Price one dollar. Prepared and sold at the Botanic Medicine Store, No 24 Ferry street, Troy, N. Y.

**Albany Steamboat Hotel.**—We respectfully solicit the patronage of the public. Everything which we furnish is of the best which the markets afford. Our prices will be found to contrast favorably with any other establishment in the city of Albany.

Mechanics, Laborers and Farmers, together with the traveling public generally, are invited to give us a call at 122 on the Pier.

W. LITTLEJOHN.

**AMUSEMENT.**—AT THE BROADWAY ODEON EVERY night through the season. We are happy to announce to the public generally, but to the sons and daughters of industry more especially, that we shall spare no pains or expense to render the ODEON a place of profit and pleasure to a deserving public. Prices of admission, Box 50 cents; Parquette, 25 cents; Gallery 12 1-2 cents. Performance to commence at half past 7 o'clock. Feb. 27

**Albany Cigar Depot.** Corner of Green and Hudson sts. The subscriber informs his friends and the public, that he has continually on hand for sale, a large and excellent assortment of Regalia, Principe, Havana, and L'Norma Cigars, which he offers on the most advantageous terms, to wholesale or retail dealers.

CHARLES W. LEWIS

**Gentlemen's Hats.**—Goodwin & McKinney, Hatters, will introduce Leary & Co's Spring Style which will be the prevailing style of the season, on Wednesday, March 3. All orders left at the Great Hat Emporium, No. 3 Exchange, will be promptly attended to.

**Boots and Shoes.**—D. D. RAMSAY having removed his Boot and Shoe store from No. 3 Delevan House, would respectfully inform the Ladies and Gentlemen of the city of Albany, that he has opened a new Boot and Shoe store at No. 317 Broadway, a few doors north of Bleeker Hall, where he will make to order first rate boots of all descriptions, which he will warrant to be a superior article. His long experience in the business and the success which has heretofore attended him in his efforts to please his customers enables him to say confidently that he will give them an article which for neatness and durability cannot be excelled. As the best way for the public to judge is to call and examine for themselves, he would respectfully invite them to do so, assuring them that he will use his utmost endeavors to give them entire satisfaction.

N. B. Always on hand a good assortment of first rate boots and shoes, men's and boy's calf-skin and kip-skin boots, shoes and brogans; also Ladies' and misses' gaiters of a first rate quality. Prices to suit the times.

ap 8.

**D. Harris, Jr.** Importer, Manufacturer and Dealer in Paper Hanging, Borders, Curtain Paper, Fireboard Plates, Paper Boxes, and paper box materials. A large stock of everything in his line of business kept constantly on hand, and for sale at the lowest New-York prices, at the large Warehouse No. 8 Green St. Albany.

N. B. Country Merchants, and Dealers in our line of business, will find it to their advantage to call, before purchasing elsewhere new styles constantly receiving.

ap 8. m. 3.

**The Shakers' Sarsaparilla.**—THE use of Sarsaparilla as an alterative and tonic medicine, is becoming more and more extensive; and although many forms are given and recommended for preparing this root for the patient, but few, if any of them, contain a sufficient quantity of the virtues of Sarsaparilla to produce the medical effect.

The Compound Concentrated Syrup of Sarsaparilla made in the United Society of Shakers, is prepared with great care, and the increasing demand for it is positive proof of its good effects. It is now prescribed by many physicians, which is the best evidence that they give it the preference over all other preparations of Sarsaparilla yet offered to the public.

The price is another advantage this Syrup has over all others; it being only about one third as much as most other preparations.

Since its introduction to the public, its reputation has been constantly increasing, and its popularity extending in every direction, being recommended by the most distinguished physicians.

Sold at the BOTANIC MEDICINE STORE, 24 Ferry st., Troy. Price 75 cents per bottle.

**Daguerreotype Notice.**—THE subscriber would announce to the citizens of Albany and vicinity, that he continues to make Photographic likenesses in every variety of style, from 8 A. M. to 6 P. M. Having recently made a vast improvement in the art, he is enabled to get up miniatures that cannot be surpassed.

TO ARTISTS—Canvases, Chemicals, Plates, Cases, Galvanic Batteries, and every thing pertaining to the business, for sale low. Instructions given, &c.

N E Sisson,

181y No. 496 Broadway, Albany.

**African Ginger.**—Recently ground and warranted Pure. Sold at the Botanic Medicine Store,

24 Ferry street, Troy.

**AFRICAN BIRD PEPPER**—Pure African Cayenne can at all times be obtained at the Botanic Medicine Store, 24 Ferry street.

**CEPHALIC SNUFF**, for the cure of absolute relief of catarrh, nervous headache, dizziness, weak eyes, etc., prepared and sold at the Botanic Medicine Store, 24 Ferry st. Price 25 cts. per bottle.

**COMPOUND BONESSET PILLS**, carefully prepared and sold at the Botanic Medicine Store, 24 Ferry st. Price 12 1-2 cts. per box.

**COMPOUND SYRUP OF DANDELION**, a highly efficacious remedy in cases of constipation of the bowels, from deficient or suspended biliary secretions, chronic inflammation and congestion of the Liver and Spleen, and derangements of the digestive organs, etc. Prepared and sold at the Botanic Medicine Store, 24 Ferry street, Troy. Price 25 cts. per bottle.

**Fresh Hams**, first quality, just received at Family Provision Store, Cor. Hudson and Green streets, by  
SMITH & PACKARD'S.

**Fine mess Pork**, the best the market affords, at  
SMITH & PACKARD'S.

**Sugars**—Loaf, crushed, pulverized, and splendid brown sugar, the cheapest yet offered in market, at  
SMITH & PACKARD'S.